

## New Bike Signals

### **Jim Sebastian, DDOT Transportation Planner**

What we have here is a new intersection at 16<sup>th</sup> and U and New Hampshire that better accommodates bikes. Prior to this we had a lot of bikes coming down New Hampshire the wrong way and try to get through the intersection to the other side of New Hampshire. And what we've done now is created a contraflow lane and legitimized that movement.

So, bikes come through the contraflow lane and come up to the intersection, and then they get a bike signal.

### **Jim (on Bike)**

Stop right at the stop bar at the front of the bike lane, on the triangular chevrons here.

### **Jim Sebastian**

What that does is it tells the bike signal to go. So, if they stop right at the stop bar and look up at the signal they'll see a green bike. And then they move to the front of the queue, what we call a bike box, on 16<sup>th</sup> Street, and then they wait for the signal there.

Just a regular signal. They can go right on U, they can go straight on 16<sup>th</sup> or they can go back up New Hampshire.

It's important that the cars stop behind the stop bar like they're supposed to do, to provide room for the bike box, and it's also important that the bikes do not run the red light. If they run the red light they run the risk of getting hit by the cars on 16<sup>th</sup> Street.

We've seen the numbers increase here every year and we want to do something to make it safer and legal to get through this intersection.

### **Jim (on Bike)**

Stop on the loop detector, right at the stop bar, and you look up at the bike signal. There are two of them here.

### **Jim Sebastian**

If it works out well, depending on what we learn, we can incorporate it into the reconstruction of this intersection which is scheduled for next year as well. So, it's a perfect time for us to try something like this.